



# City of Seattle

Mike McGinn, Mayor

## Seattle Freight Advisory Board

Warren Aakervik, Chair

Linda Anderson

Bari Bookout

Terry Finn

Anne Goodchild

Chris Martin

Mike Sheehan

Bob Viggers

Cameron Williams

The Seattle Freight Advisory Board shall advise the City Council, the Mayor, and all departments and offices of the City in development of a functional and efficient freight system and on all matters related to freight and the impact that actions by the City may have upon the freight environment.

City Council Resolution  
31243

## Seattle Freight Advisory Board Meeting Minutes

**Date/Time:** April 17, 2012 / 9:30 a.m.

**Location:** Seattle City Hall, L280

**Members Present:** Warren Aakervik, Linda Anderson, Bari Bookout, Terry Finn, Mike Sheehan

**Guests Present:** Christine Wolf and Tim Leonard (Port of Seattle), Neal Komedal and Max Hepp-Buchanan (Seattle Bicycle Board), Kirk Robbins, Tess Gregor (Cascade Bicycle Club), Rob Smith, Tim Ceis (CBE Strategic), John Perlic (Parametrix)

**City Staff Present:** Peter Hahn, Tracy Krawczyk, Chris Eaves, Sara Zora, Kevin O'Neill, Kristen Simpson, Mike Johnson, Steve Pearce, John Arnesen (all SDOT)

### 1. Welcome and Introductions

Warren Aakervik, the new chair of the board, called the meeting to order. Board members, city staff, and other attendees introduced themselves.

### 2. Public Comment

There was no public comment.

### 3. Waterfront Seattle – Follow up on January Discussion

Steve Pearce and Mike Johnson from SDOT updated the Board on their activities since the January meeting. They have attending many public meetings and have heard many wants and needs for the Alaskan Way surface street design. The feedback they have received on the current design efforts is that the design is basically on the right track. Feedback they have received from freight stakeholders to date includes:

- Provide two lanes in each direction
- Signal timing is important
- Separated bicycle facilities are good for freight
- Lanes should be at least 11 feet wide (the board noted that the width of the parking lane affects how wide the travel lanes need to be for freight)
- Access and loading functions are important
- Interest in knowing more about the impacts of the transit pathway(s) on freight mobility
- Concerns about stopping at Lenora due to the grade

Questions from the Board included:

Q: What are the alternatives to Columbia and Marion for the transit path?

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A: King County is also looking at South Main Street and South Jackson Street.

Q: Will the signals be pedestrian activated (e.g. with a pushbutton)?

A: No, signal timing will vary by time of day so that at times when pedestrian activity is expected to be low, the signal timing will favor through traffic.

Q: Why not have more pedestrian bridges?

A: Pedestrians will not use bridges that are not convenient.

Q: Have the pedestrian or bicycle stakeholders been opposed to any of the freight-related requests?

A: There seems to be an understanding that in order to keep the number of lanes down, the lanes need to be actively managed, signal timing is important, and pedestrian refuges should be provided for pedestrians who are not able to cross all of the lanes in one signal phase.

The team is still working on design of the bicycle facilities. The current plan is for an off-street facility in the form of a cycle track on the west side of the street. There may also be a bicycle lane on the east side for northbound cyclists to accommodate faster moving cyclists when the cycle track is congested. Space for this would be taken from the promenade; the travel lanes would remain 11-feet wide.

#### **4. Proposed Arena – Traffic Study Scope**

Tim Ceis (CBE Strategic) and John Perlic (Parametrix), consultants working on the review of the stadium proposal, described the traffic study currently underway. The study is funded by the project proponent and the City is managing the study. Stakeholder outreach has included maritime unions, the Port of Seattle, Mariners and the Public Stadium Authority. The study will be completed in approximately five weeks and will look at existing traffic conditions and future needs; it is not an EIS-level analysis, but will look at parking supply, transit, the street and highway system, and freight mobility. The study will include evaluating how many overlapping events would occur each year with the other two sports venues, including weeknights and weekend days, and what that would mean for attendance. The study will also look at other cities that have two or three event venues close together in a downtown area with similar populations and transit systems, including Denver, Minneapolis, Phoenix and Cleveland.

The horizon year for the study is 2020-2025. Possible tools for addressing traffic could include:

- Identifying under-used routes, such as having traffic from the Eastside approach from the south rather than via I-90.
- Using electronic parking guidance to reduce the congestion from people circling to find parking.
- Working with the NBA to see if game start times can be flexible.
- Developing a robust Transportation Management Plan.

Questions from the board included:

Q: Will there be daytime weekday events?

A: Probably very few, but it's too early to say. The city can put conditions in the venue's permit regarding the number of events.

Q: How extensive will the freight modeling be?

A: There is not any freight modeling in this scope. This study will look at event scheduling at the venues and at current and future Port volumes.

Q: Will there be a parking garage?

A: City code requires approximately 2,500 parking spaces, which can either be dedicated spaces, or spaces that are under covenant.

Comments from the board included:

- None of the other cities being reviewed are port cities.
- Need to consider how bus traffic will be affected by event traffic.
- The ports generate significant revenue and impacts to port access affect efficiency.
- Daytime and Saturday events have the biggest impact on freight.
- This is a big financial commitment for the City, yet something like the Seawall must go to the voters for funding.

## **5. Port of Seattle Regional Projects**

Christine Wolf and Tim Leonard of the Port of Seattle described the East Marginal Grade Separation project and the Argo Access project. The East Marginal Way Grade Separation project recently had its grand opening celebration and is open to traffic. It was designed to:

- Remove conflicts between road and rail traffic
- Improve access to Port terminals, rail yards, and manufacturing and distribution centers
- Reduce traffic congestion
- Increase safety
- Improve air quality
- Provide opportunities for economic growth.

The Argo Yard Truck Access project is a public/private partnership that will provide safer and more efficient truck access to the Argo Yard, improve conditions at Colorado Avenue South and Diagonal Avenue South, and allow for more efficient and secure cargo processing via a new Union Pacific automated gate system at Argo Yard.

Construction is planned for 2013 and 2014. The presentation is available here:

<http://seattle.gov/SFAB/documents.htm>.

## **6. Freight Planning Update and Bicycle Master Plan Update**

### **Freight Planning**

Tracy Krawczyk, Director of SDOT's Policy and Planning division, gave an update on freight planning topics:

- Peter Hahn met with representatives from the Port and the Mayor will be meeting soon with the Port's CEO to discuss the Heavy Haul Corridor concept.
- In January, SDOT committed to looking at planning resources mid-year to determine whether freight master planning could start in 2012. SDOT is continuing to look at this and may have more information at the May meeting.

SDOT is expecting budget cuts in 2013 to address General Fund shortfalls so funding will continue to be challenging next year.

- Also in January SDOT committed to presenting information to the board on three freight plan building blocks: existing freight data, a status update on actions identified in the 2005 Freight Mobility Strategic Action Plan, and a review of existing freight policies. Freight data and the 2005 plan status update were presented at previous meetings; a review of existing freight policies will be presented at the May meeting.

#### Bicycle Master Plan Update

Kevin O'Neill and Sara Zora described the update process for the 2007 Bicycle Master Plan (BMP). The presentation is available here: <http://seattle.gov/SFAB/documents.htm>. Kevin pointed out that the tasks and scope items are similar for all modal plans, including an analysis of existing conditions and gaps, updating the network map, developing a data-based prioritization system, and updating design standards. One of the tasks for the BMP update will be to look at the relationship between bikes and other modes on Major Truck Streets and on Transit Priority Corridors. More information about the update process is available here: [www.seattle.gov/transportation/bikemaster.htm](http://www.seattle.gov/transportation/bikemaster.htm) and Kevin and Sara encouraged board members to fill out the on-line survey and use the mapping tool.

Comments from the board included:

- The freight community has expressed concerns about having bike lanes on Major Truck Streets and about road diets on Major Truck Streets and feel that multi-modal efforts on Major Truck Streets have squeezed freight.
- Reducing the amount of conflict between freight and bicycles on all streets is a good thing.
- The modal plans need to help coordinate between freight and transit, and need to identify what needs to be done to accommodate current and future freight needs.
- Need to consider economic impacts of freight – it's more than just another mode.
- The board is encouraged to hear that Major Truck Streets and other modes will be considered as part of the BMP update.

#### **7. Approval of Minutes**

The March minutes were approved.

#### **8. Chair's Report and Announcements**

Warren asked WSDOT to take a look at better coordinating closures of the Alaskan Way Viaduct and the Battery Street Tunnel for events and maintenance.

#### **9. Adjournment**

The meeting adjourned at 11:30 am.

The next meeting is scheduled for May 15, 2012, 9:30 a.m. to 11:30 a.m., Seattle City Hall Boards and Commissions Room L280.